

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property  
Organization  
International Bureau



(43) International Publication Date  
21 October 2004 (21.10.2004)

PCT

(10) International Publication Number  
WO 2004/090295 A1

(51) International Patent Classification<sup>7</sup>: F01N 3/031,  
3/033

(21) International Application Number:  
PCT/SE2004/000445

(22) International Filing Date: 24 March 2004 (24.03.2004)

(25) Filing Language: Swedish

(26) Publication Language: English

(30) Priority Data:  
0301093-1 14 April 2003 (14.04.2003) SE

(71) Applicant (for all designated States except US): SCANIA  
CV AB (PUBL) [SE/SE]; S-151 87 Södertälje (SE).

(72) Inventor; and

(75) Inventor/Applicant (for US only): OLOFSSON, Klas  
[SE/SE]; Anders Wisslers väg 4, S-647 31 Mariefred (SE).

(74) Agent: FORSELL, Hans; Scania CV AB, Patent, S-151  
87 Södertälje (SE).

(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BW, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NA, NI, NO, NZ, OM, PG, PH, PL, PT, RO, RU, SC, SD, SE, SG, SK, SL, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, YU, ZA, ZM, ZW.

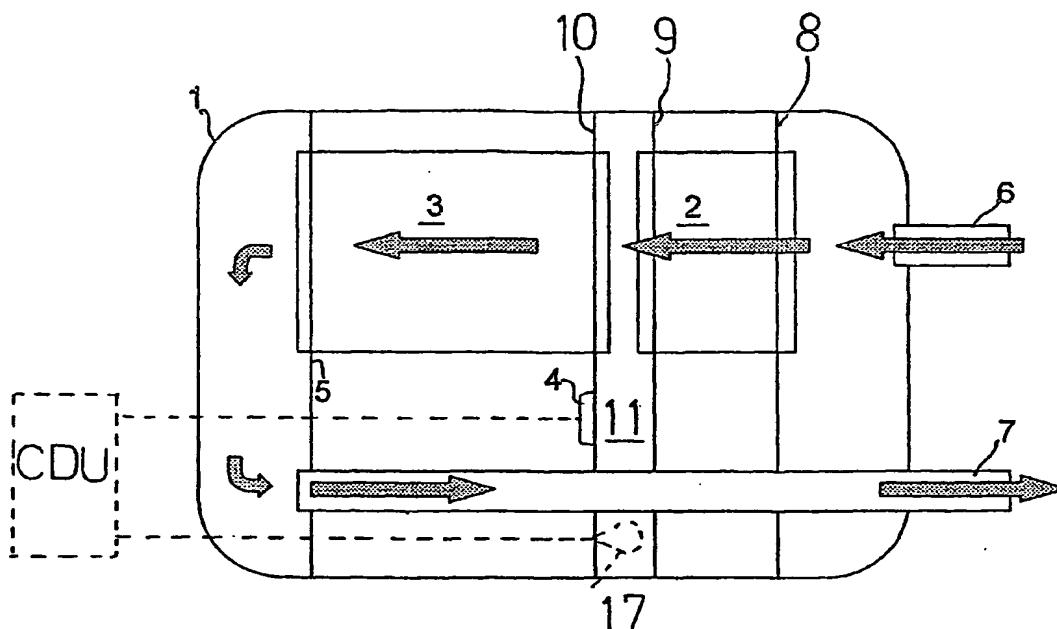
(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PL, PT, RO, SE, SI, SK, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:

— with international search report

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: METHOD AND DEVICE OF A PARTICLE FILTER FOR AN EXHAUST SYSTEM, SILENCER INCLUDING SUCH A DEVICE, AND A COMBUSTION ENGINE DRIVEN VEHICLE



(57) Abstract: Method and device pertaining to a particle filter (3) for an exhaust system for a combustion engine whereby the filter (3) is regenerated by spontaneous combustion of particles accumulated in the filter. Exhaust gases from the combustion engine are led, during operation, past the filter (3) when the counterpressure in the exhaust gases which is caused by the filter (3) exceeds a certain level. The invention also relates to a silencer and a vehicle which is driven by combustion engine.

WO 2004/090295 A1

**METHOD AND DEVICE OF A PARTICLE FILTER FOR AN EXHAUST SYSTEM, SILENCER INCLUDING SUCH A DEVICE, AND A COMBUSTION ENGINE DRIVEN VEHICLE**5    **Technical field**

The invention relates to a method pertaining to a particle filter according to the preamble of claim 1, a device pertaining to a particle filter according to the preamble of claim 7, a silencer comprising such an arrangement, and a vehicle powered by combustion engine.

10

**State of the art**

A known practice for reducing particle emissions from vehicles powered by combustion engine, particularly diesel-powered heavy vehicles, is post-treatment of exhaust gases from the engine with a view to reduction of particle content. This is

15    done for example by particle filters comprising filter elements made of ceramic material. Such filters are typically regenerated spontaneously during operation of the vehicle by accumulated particles, mainly soot, being allowed to burn so that the filter is kept clean and can therefore continuously perform its filtering function.

20    In an ideal case, the burning clean takes place passively in such a way that NO<sub>2</sub> reacts with carbon in the particles gathered in the filter so as to form carbon dioxide and NO. This process works well within a limited temperature range and subject also to the NO<sub>2</sub>/particle ratio not exceeding a certain value.

25    In most operating situations of diesel-driven heavy vehicles, there is some likelihood of the necessary regeneration conditions occurring during an operating period. However, if a vehicle equipped with a particle filter is driven in such a way as to operate for a long time outside the range within which the filter would be subject to the temperature required for the regeneration process, and/or if the NO<sub>2</sub>/particle ratio is  
30    low, no regeneration takes place, which means that an excess of soot particles may accumulate in the filter.

The whole or at least part of the particle filter may then contain a supercritical amount of soot resulting in risk of the particle filter being damaged when the particles in the filter eventually ignite, since their combustion may either throughout or locally become uncontrolled, leading to excessively high temperatures.

5

Objects and most important characteristics of the invention

One object of the present invention is to eliminate or at least alleviate the problems of the state of the art and indicate a device for particle filters which increases the certainty of protecting filter devices against such damage.

10

This object is achieved according to the invention with a method of the kind mentioned in the introduction by the features in the characterising part of claim 1. Hence the accumulation in the filter of an excess of soot particles, which might result in damage to the filter from eventual ignition, is prevented.

15

According to the invention, when the filter has accumulated so many particles as to cause a certain predetermined counterpressure, exhaust gases are instead led past the filter so that the latter will receive a limited amount of particles before regeneration takes place, i.e. before the operating conditions become such as to cause spontaneous ignition and combustion of the particles.

20

As mentioned above, normal operation also sometimes includes operation resulting in low exhaust temperatures. This kind of operation may occur during no-load running, running lightly laden, running with additional equipment for heavy vehicles such as cranes, lifts etc. Long periods of such operating conditions with exhaust cleaning by particle filter according to the state of the art may result in the accumulation of soot particles in the filter becoming supercritical, with consequent risk of the aforesaid damage.

25

Another typical form of operation which is risky in this context is urban passenger bus operation whereby accelerations with associated smoke emissions from the engine result in a large amount of particles accumulating in the filter. The nature of such

light-load operation results in obvious risk of insufficient frequency of combustion of the particles.

The invention provides a safe system based on the principle that the pressure drop  
5 across the particle filter and, analogously, the exhaust counterpressure upstream from  
the filter provides a description of how full of particles the filter is.

For the purposes of the invention, there is no need to lead the whole exhaust flow away  
from the filter, as it may be sufficient to divert past the filter one portion of the flow  
10 while a relatively smaller other portion of the exhaust gases continues to be allowed to  
pass through the filter. During such passing through there will of course also be a  
further, albeit smaller, accumulation of particles in the filter, typically resulting in an  
increasing proportion of the exhaust flow being led past the filter, given a certain  
volume of exhaust. Setting the means of bypassing the filter so that a suitable level of  
15 counterpressure/pressure drop causes bypassing can easily be achieved by simple  
experimentation.

Transitions from no-load or light-load running with associated low exhaust  
temperatures typically involve delays of the order one or a few minutes before the  
20 exhaust temperature brings the filter up to temperatures at which spontaneous  
regeneration takes place. A filter temperature of between 250 and 450°C is typically  
regarded as suitable for the occurrence of spontaneous ignition and combustion of  
particles and hence regeneration of the filter.

25 Leading exhaust gases past the particle filter through a valve which opens when the  
exhaust counterpressure is above said level results in a simple and reliable system  
which is enhanced if the valve opens in response to exhaust pressure against the action  
of a holding-back spring. The result is a reliable automatic mechanical system which  
is easy to set for achieving a desired opening level.

30

A possibility not excluded, however, is the counterpressure being detected by a  
pressure sensor which provides output signals used by control devices for controlling

the bypassing of the filter. In such cases a pressure sensor may be placed upstream from the filter. It is possible instead to place a pressure sensor upstream from the filter and a pressure sensor downstream from the filter so that the pressure drop across the filter can be detected. Bypassing can in practice be effected by a regulating device controlled by a computer unit so that all or part of the exhaust gases are switched.

- 5 It is preferable that the exhaust gases be led past the filter through a space within a silencer which encloses the filter. This means that the sound damping function of a silencer which comprises the filter can also be maintained during bypassing of the filter. It is in particular preferred that a catalyst, which is a filter connected in series, receives exhaust gases which are led past the filter. Such cases utilise the fact that NO<sub>2</sub> emitted from the catalyst takes part in the combustion process in the filter as indicated at the beginning of this description.
- 10 15 Corresponding advantages are achieved with a device, a silencer and a vehicle driven by combustion engine according to the invention.

#### Brief description of the drawings

The invention will now be described in more detail on the basis of examples and with 20 reference to the attached drawings, in which:

Fig. 1 depicts in schematic section a silencer for an engine-driven vehicle with a particle filter through which exhaust gases from the engine flow,

25 Fig. 2 depicts the silencer in Fig. 1 with exhaust gases bypassing the filter,

Fig. 3a and 3b depict a valve arrangement according to a first embodiment in closed and open positions respectively, and

30 Fig. 4a and 4b depict a valve arrangement according to a second embodiment in closed and open positions respectively.

Description of embodiments

In Fig. 1, ref. 1 denotes a silencer for an exhaust system of a combustion engine, particularly a diesel engine for a heavy vehicle such as a bus or a truck. The silencer 1 encloses an integrated particle filter 3 fitted at a distance from a catalyst 2 such that in normal operation the catalyst 2 and the particle filter 3 are arranged in series. Exhaust gases flowing from the combustion engine through the silencer inlet 6 thus pass through both the catalyst 2 and the particle filter 3 before going through the outlet pipe 7 and on through the exhaust system to the environment.

10

The silencer 1 comprises two transverse walls 8 and 9 which support the catalyst 2 and are arranged sealingly with respect both to the inside of the silencer and the outer surface of the housing of the catalyst 2. A further transverse wall 10 is arranged for fastening the particle filter 3 on its upstream side and is sealingly arranged with respect to the inside of the silencer and the housing of the particle filter. In this transverse wall 10 is arranged a valve 4 which is closed in the position depicted in Fig. 1 so that exhaust gases from the catalyst 2 which fill the space 11 between the transverse walls 9 and 10 can only pass through the silencer by passing through the particle filter 3. A transverse wall 5 with at least one undepicted hole in it is so situated as to hold in place in the silencer 1 the downstream portion of the particle filter.

Fig. 2 depicts a situation in which the exhaust gases flowing through the inlet 6 and through the catalyst 2 meet such a powerful counterpressure in the particle filter 3 that the pressure in the space 11 between the transverse walls 9 and 10 increases. The result is that the valve 4, which is spring-loaded, lifts from its seat and allows exhaust gases to flow from the space 11 past the particle filter 3, through the perforated wall 5 and on through the outlet 7 to the environment. This flow path occurs, e.g. during light load, when so many particles have accumulated in the filter 3 that the counterpressure exceeds a certain level. This flow path will continue until greater load causes the exhaust gases to become so hot that the filter reaches a temperature at which spontaneous regeneration takes place. Thereafter the flow of exhaust gases will revert to the flow path depicted in Fig. 1.

Fig. 3a depicts an example of a version of the valve 4 in the form of a mechanically simple self-controlling element. In Fig. 3a, the valve 4 is in a closed position with a valve element 12 abutting sealingly against the intermediate wall 10 in order to seal a hole. On the upstream side of the intermediate wall 10 is arranged a snap spring 13 which holds back a gas pressure on the upper side (in the drawing) of the intermediate wall 10. At a gas pressure exceeding a certain level, this snap spring snaps to the valve open position as depicted in Fig. 3b, thereby opening a flow passage through the intermediate wall 10 past the valvepiece 12.

10

Fig. 4a depicts an alternative design of the valve 4 with a holding-back yoke 15 and a helical spring 16 which presses the valvepiece 4 against the intermediate wall 10 in order to seal a hole in said intermediate wall. A gas pressure exceeding a certain level on the upper side of the intermediate wall 10 in Figs. 4a and 4b will cause the valvepiece 14 to open a flow passage through said hole in the intermediate wall 10 by downward movement of the valvepiece 14 against the action of the force exerted by the helical spring 16.

The invention may be varied within the scopes of the ensuing claims. Thus the bypassing of the particle filter may be effected in a different manner, as indicated by broken lines in Fig. 1, e.g. by placing upstream from the particle filter a pressure sensor 17 whose output signals are led to a control unit (CDU) which causes bypassing of the particle filter by means of an undepicted regulating device.

25 The particle filter may also be arranged separately, i.e. not integrated in a silencer nor associated with a catalyst, although the version depicted in Figs. 1 and 2 is in principle preferred, particularly with a silencer in which both a catalyst and a particle filter are integrated.

30 It is preferred that exhaust gases be always allowed to pass through the catalyst even when the particle filter is bypassed, but this is not necessary for the invention.

If sensors are used for measuring counterpressure or pressure drop across the particle filter, a control system which reacts to signals from said sensors may also take into account signals from the engine which describe the exhaust flow, i.e. engine speed, accelerator position etc., in order to achieve more exact values and levels at which the  
5 particle filter should be bypassed.

## C L A I M S:

1. A method pertaining to a particle filter (3) for an exhaust system of a combustion engine whereby the filter (3) is regenerated by spontaneous combustion of particles accumulated in the filter, **characterised in that** exhaust gases from the combustion engine in operation are led past the filter (3) when the counterpressure in the exhaust gases which is caused by the filter (3) exceeds a certain level.  
5
2. A method according to claim 1, **characterised in that** exhaust gases from the combustion engine are led past the filter (3) through a valve (4) which opens when the counterpressure in the exhaust gases is above said level.  
10
3. A method according to claim 2, **characterised in that** the valve (4) opens because of the action of the pressure of the exhaust gases against a holding-back spring (13;16).  
15
4. A method according to claim 1 or 2, **characterised in that** said counterpressure is detected by at least one pressure sensor (17) whose output signals are used for controlling (CDU) the bypassing of the filter.
- 20 5. A method according to any one of the foregoing claims, **characterised in that** the exhaust gases are led past the filter (3) through a space inside a silencer (1) which encloses the filter (3).
- 25 6. A method according to any one of the foregoing claims, **characterised in that** the exhaust gases are caused to pass through a catalyst (2) even during bypassing of the filter (3).
- 30 7. A device pertaining to a particle filter (3) for an exhaust system of a combustion engine whereby the filter (3) is adapted to being regenerated by spontaneous combustion of particles accumulated in the filter, **characterised by** a bypass duct via which exhaust gases from the combustion engine in operation are arranged to be led

past the filter (3) when the counterpressure in the exhaust gases which is caused by the filter (3) exceeds a certain level.

8. A device according to claim 7, **characterised by** a valve (4) which is arranged to open when the counterpressure in the exhaust gases is above said level, in order to lead exhaust gases from the combustion engine past the filter (3).
9. A device according to claim 8, **characterised in** that the valve (4) is provided with a holding-back spring (13;16) which the pressure of the exhaust gases acts against.
10. A device according to claim 7 or 8, **characterised by** at least one pressure sensor (17) for detecting said counterpressure, the output signals from which are arranged to be used for controlling (CDU) the bypassing of the filter (3).
11. A device according to any one of claims 7 - 10, **characterised in** that the exhaust gases are led past the filter (3) through a space inside a silencer (1) which encloses the filter (3).
12. A device according to any one of claims 7 - 11, **characterised by** means for causing the exhaust gases to pass through a catalyst (2) even during bypassing of the filter (3).
13. A silencer (1) which comprises a device according to any one of claims 7 – 12.
14. A vehicle which is driven by combustion engine and comprises at least one silencer (1) according to claim 13.

1/2

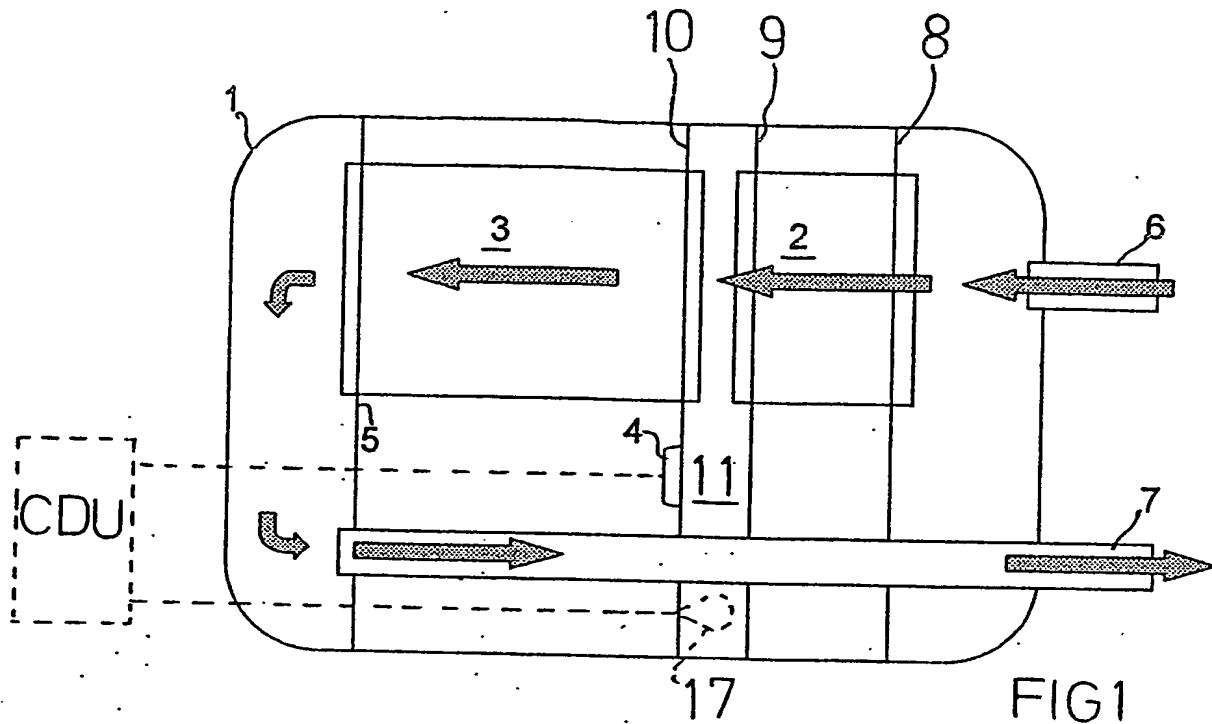


FIG 1

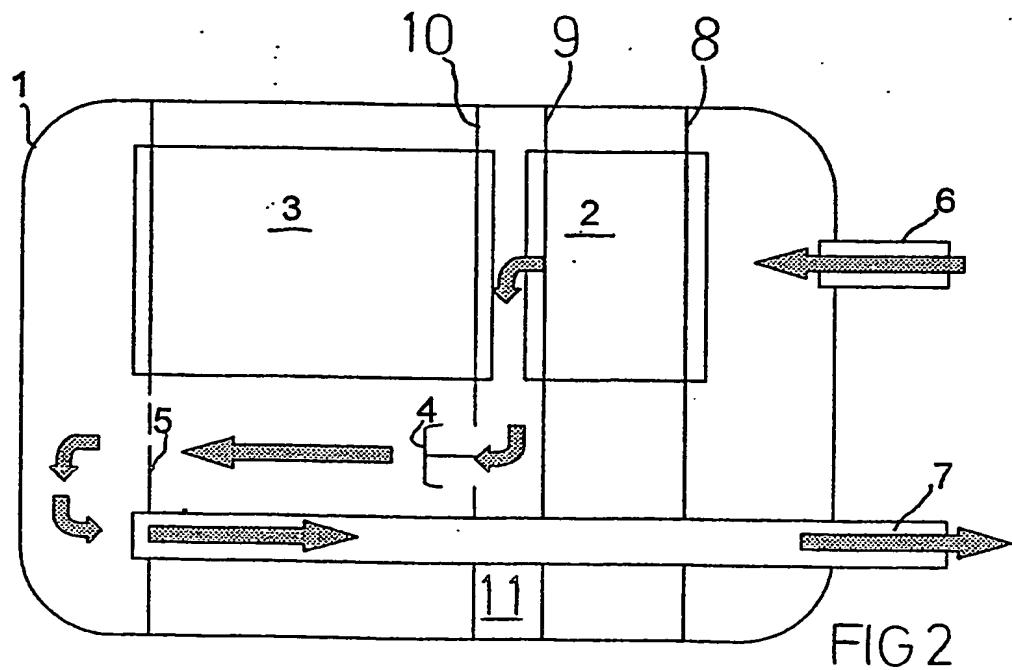


FIG 2

2/2

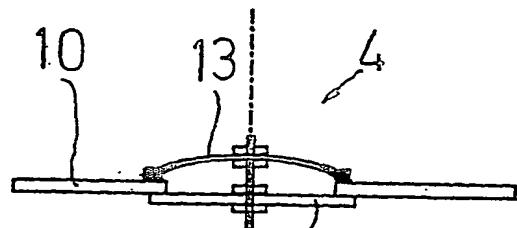


FIG 3a

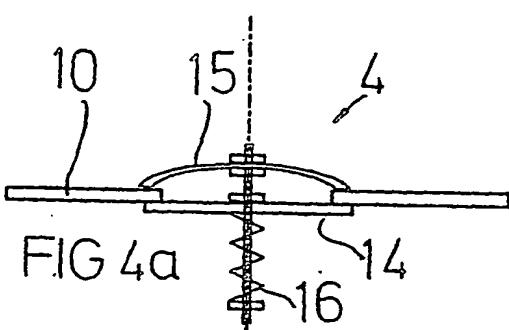


FIG 4a

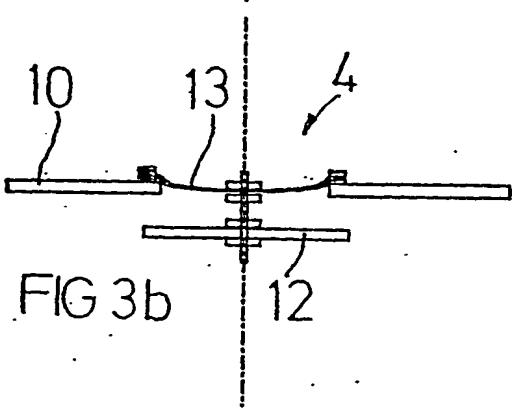


FIG 3b

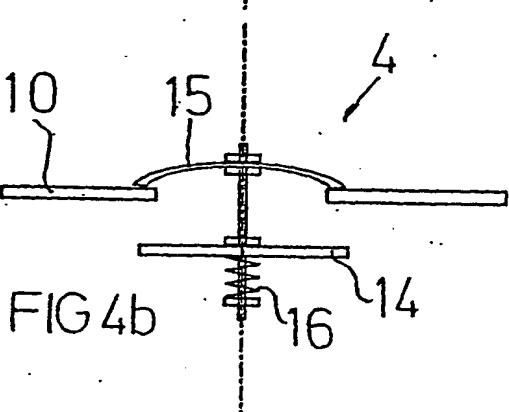


FIG 4b

## INTERNATIONAL SEARCH REPORT

International application No.  
PCT/SE 2004/000445

## A. CLASSIFICATION OF SUBJECT MATTER

**IPC7: F01N 3/031, F01N 3/033**

According to International Patent Classification (IPC) or to both national classification and IPC

## B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

**IPC7: F01N**Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched  
**SE,OK,FI,NO classes as above**

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

**EPO-INTERNAL, WPI DATA, PAJ**

## C. DOCUMENTS CONSIDERED TO BE RELEVANT

| Category* | Citation of document, with indication, where appropriate, of the relevant passages   | Relevant to claim No. |
|-----------|--|-----------------------|
| X         | US 5138835 A (FRANZ BENDER ET AL), 18 August 1992 (18.08.1992), figures 1,2, abstract  | 1-4,,6-10,12          |
| Y         | --   | 5,11,13,14            |
| Y         | WO 03074846 A1 (PER-TEC LIMITED), 12 Sept 2003 (12.09.2003), page 1, line 27 - line 30; page 3, line 6 - line 10, figure 2, claim 44 | 5,11,13,14            |
| Y         | GB 1213206 A (AUTOMOBILES M. BERLIET), 25 November 1970 (25.11.1970), column 4, line 79 - line 90; column 4, line 118 - line 120     | 5,11,13-14            |
|           | --   |                       |

 Further documents are listed in the continuation of Box C. See patent family annex.

|   |  |
|---|--|
| * Special categories of cited documents:  |  |
| "A" document defining the general state of the art which is not considered to be of particular relevance  | "T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention  |
| "E" earlier application or patent but published on or after the international filing date   | "X" document of particular relevance: the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone   |
| "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) | "Y" document of particular relevance: the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art |
| "O" document referring to an oral disclosure, use, exhibition or other means  | "&" document member of the same parent family  |
| "P" document published prior to the international filing date but later than the priority date claimed  |  |

Date of the actual completion of the international search  
16 June 2004Date of mailing of the international search report  
02-07-2004Name and mailing address of the ISA/  
Swedish Patent Office  
Box 5055, S-102 42 STOCKHOLM  
Facsimile No. +46 8 666 02 86Authorized officer  
Lars Wallentin/MP  
Telephone No. +46 8 782 25 00

## INTERNATIONAL SEARCH REPORT

|   |
|---|
| International application No.<br>PCT/SE 2004/000445 |
|---|

## C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

| Category* | Citation of document, with indication, where appropriate, of the relevant passages  | Relevant to claim No. |
|-----------|---|-----------------------|
| A         | EP 0679799 A2 (ISUZU CERAMICS RESERARCH INSTITUTE CO., LTD.), 2 November 1995 (02.11.1995), column 3, line 22 - line 41, figure 2<br>-- | 1-14                  |
| A         | EP 0949408 A1 (WALKER BRIAN), 13 October 1999 (13.10.1999), figure 1, abstract<br>-----   | 1-14                  |

**INTERNATIONAL SEARCH REPORT**  
Information on patent family members

30/04/2004

|                               |  |
|-------------------------------|--|
| International application No. |  |
| PCT/SE 2004/000445            |  |

|    |          |    |            |    |          |     |            |
|----|----------|----|------------|----|----------|-----|------------|
| US | 5138835  | A  | 18/08/1992 | DE | 4113005  | A,C | 28/11/1991 |
| WO | 03074846 | A1 | 12/09/2003 | GB | 0204928  | D   | 00/00/0000 |
|    |          |    |            | GB | 0204929  | D   | 00/00/0000 |
|    |          |    |            | GB | 0216302  | D   | 00/00/0000 |
| GB | 1213206  | A  | 25/11/1970 | BE | 671050   | A   | 14/02/1966 |
|    |          |    |            | BE | 712304   | A   | 15/07/1968 |
|    |          |    |            | CH | 447718   | A   | 30/11/1967 |
|    |          |    |            | CH | 469900   | A   | 15/03/1969 |
|    |          |    |            | DE | 1751024  | A   | 26/03/1970 |
|    |          |    |            | ES | 351845   | A   | 00/00/0000 |
|    |          |    |            | FR | 87613    | E   | 15/04/1966 |
|    |          |    |            | FR | 92419    | E   | 08/11/1968 |
|    |          |    |            | FR | 92420    | E   | 08/11/1968 |
|    |          |    |            | FR | 2114236  | A   | 30/06/1972 |
|    |          |    |            | GB | 1128661  | A   | 02/10/1968 |
|    |          |    |            | LU | 49751    | A   | 03/01/1966 |
|    |          |    |            | LU | 55707    | A   | 04/06/1968 |
|    |          |    |            | NL | 6514406  | A   | 06/05/1966 |
|    |          |    |            | NL | 6804036  | A   | 23/09/1968 |
|    |          |    |            | SE | 340463   | B   | 22/11/1971 |
|    |          |    |            | SE | 358008   | B   | 16/07/1973 |
|    |          |    |            | US | 3499269  | A   | 10/03/1970 |
|    |          |    |            | OA | 1847     | A   | 14/01/1970 |
|    |          |    |            | FR | 1443886  | A   | 01/07/1966 |
| EP | 0679799  | A2 | 02/11/1995 | DE | 679799   | T   | 10/10/1996 |
|    |          |    |            | DE | 69503176 | D,T | 07/01/1999 |
|    |          |    |            | JP | 2732031  | B   | 25/03/1998 |
|    |          |    |            | JP | 7289830  | A   | 07/11/1995 |
|    |          |    |            | US | 5560757  | A   | 01/10/1996 |
| EP | 0949408  | A1 | 13/10/1999 | DE | 69810589 | D,T | 20/11/2003 |
|    |          |    |            | US | 6053277  | A   | 25/04/2000 |